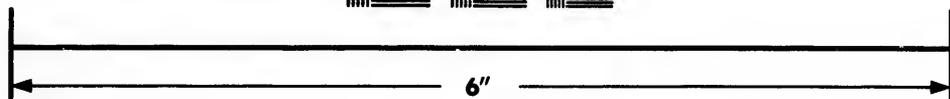
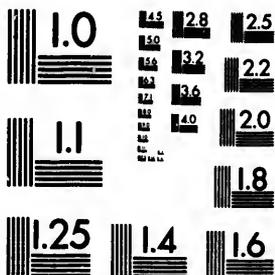


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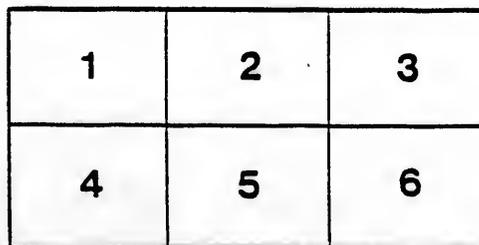
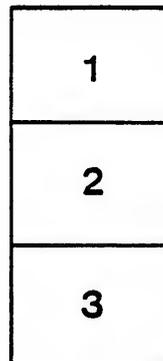
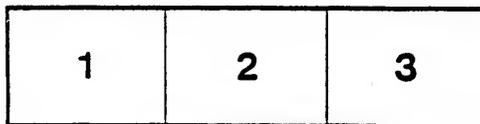
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Wm. H. G. G. G.

GRAND TRUNK RAILWAY

No. 82.

WESTERN DIVISION

TIME - TABLE

TO TAKE EFFECT

On SUNDAY, January 28th, 1877,

AT 7.15 P.M.

This Time Table is in no case intended for the information of the Public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from them at pleasure. It is for the information of Employés only.

Read all Rules carefully, as many important changes have been made.

All Rules in Company's Regulation and Circular Books conflicting with instructions printed from time to time in this Time card, are cancelled.

All trains between TORONTO and SARNIA run by TORONTO TIME, and between PORT HURON and DETROIT by CHICAGO TIME.

DESTROY FORMER TIME-TABLE.

"GAZETTE" PRINTING HOUSE, MONTREAL.

SPECIAL RULES.

No. 1.—The **FULL FACED** figures in Time table show where trains are to be crossed or passed, and Conductors and Enginemen by referring to corresponding figures on same line of Time-table will see what trains are to be crossed and passed. No train must leave a station where another train of the same class is due, except when instructions in the time table give right of track, or a crossing order is received in writing or by telegraph from the Superintendent through the train dispatcher.

No. 2.—Regular passenger trains have right of track over all other trains. Mixed, and merchants' express freight trains, have right of track over freight trains. Down white signals have right of track over up white signals. When a regular passenger train overtakes and passes a signalled train or engine, whether red, or white, and does not repeat the signal, it in no way interferes with or cancels the rights of the train, or engine so signalled, and all trains and engines going in the opposite direction must so understand it. Conductors will allow five minutes for variation in watches at all crossing stations, but must not run on this allowance.

NOTE.—Mixed, merchants' or press freight, and freight trains, when they cannot make their regular crossing or passing stations on time, must keep out of the way of passenger trains; and freight trains must keep out of the way of mixed and merchants' express freight trains, and must be on the sidings before superior class trains or trains that have right of track are due.

No. 3.—When an extra engine, or special train is to follow and have right of track over all other trains, a red flag by day and a red light in addition to the head light and red tail lights, by night, must be shown in front of the engine and in rear of the preceding train, and this red signal will absolutely stop all trains going in the contrary direction, until the train or engine for which the red signal was carried has arrived. When a train is to follow not having right of track, but keeping out of the way of all regular trains, a white flag by day, and a white light in addition to the usual lights by night, must be shown in front of the engine and in the rear of the preceding train, and the conductor must notify each station agent, as well as the conductor and driver of all trains, who are to regard the red or white signal, as the case may be, that a train is following, whether by day or night. All freight trains must stop at every telegraph station, and the conductor must not proceed without first receiving either a telegraph crossing order, or a train clearance order, from the agent or operator in charge.

NOTE.—Trains of a like class running in the same direction, must not pass each other unless upon receipt of special instructions from the Superintendent through the train dispatcher. When special trains are running by special or telegraph orders ahead of, or on the time of a regular train, the conductor must see that the men in charge of all other trains and the staff at stations are notified accordingly.

No. 4.—No empty engine must be allowed to follow a passenger train, on a red signal. An engineman in charge of an empty or special engine has the same responsibilities as the conductor of a special train, and will be governed by the same rules, he must not run at night without having a proper head-light and red-tail lamp exhibited.

No. 5.—No train must leave or pass a station, or "turn out," before the time named in the time table, unless by special order from the Superintendent through the train dispatcher. *On this point there is to be no discretion.*

No. 6.—Special trains must be run between stations by the time of trains of the same class in the time table, and must be shunted at stations at least ten minutes before any regular train is due to pass—and must not start from stations without the signal to do so has been given by the conductor.

No. 7.—As a precaution, all conductors before leaving a station, shall personally inspect the train order book and ascertain from the agent, operator, or person in charge, whether there are any orders or arrangements affecting the running of their trains. To prevent any misunderstanding between the conductor and the agent or operator, about the receipt of any special crossing, or running order, and as an additional precaution against forgetfulness, on the part of either; a blank form "Train Clearance Order," is always to be filled up and handed to the conductor, who must give a receipt in the order book for such clearance or cross-

ing order, and must hand the crossing order to the engineman immediately before the train starts, and under no circumstances must the conductor of any train, or driver of a special engine, leave a telegraph station where the train or engine has been stopped, without first obtaining, either a clearance order, or special crossing order properly signed by the operator on duty. When a red or stop signal is exhibited at a station or on a train or engine moving in an opposite direction, the crossing order or clearance order must be handed by the conductor to his engineman, but when no stop signal is exhibited and no special crossing has been arranged it will be sufficient for the conductor alone to receive and retain the clearance order and to inform the engineman to proceed. After leaving and while passing a station, conductors are to stand on the platform of the last car, to see if any signals are made.

NOTE.—At stations where crossing figures are shown on time table, the telegraph stop signal or flag or lamp must be shown at danger against all trains that are booked to stop, and if such train has orders to proceed further on, the conductor must show such order to the operator on duty, and obtain a clearance order.

No. 8.—No construction, wood, or other irregular train, must leave a "turn out" in the morning, without receiving telegraph instructions from the Superintendent through the train dispatcher that all the night trains have passed, and they must be off the main line fifteen minutes before any regular or signalled train is due, and await its arrival, unless duly signalled or specially ordered to the contrary. Any person violating this rule will be prosecuted under the statute with the utmost rigor.

No. 9.—Conductors are held responsible for the movements of trains and must work them strictly in accordance with the rules and regulations. In all cases of doubt or difficulty they are to consult the engine driver—*always to be the first consideration.* Both are required to see that their watches are correct with *Toronto* time, and on *Detroit District* by *Chicago* time, and to compare with conductors and drivers of other trains on meeting, also with clocks at stations, and they must report to the Superintendent all differences of time.

No. 10.—No engine or train is to be allowed to pass a station within ten minutes of another train going in the same direction, and the engine driver must so regulate his speed as to keep that time behind the preceding train.

No. 11.—Station agents are held responsible for the safety of the switches, which must always, excepting when a man is standing by, be kept locked for the main line. They must always see that the track is clear at the station, and must not allow cars to be loaded or unloaded on the main line without authority from the Superintendent.

NOTE.—This is not intended to relieve conductors and others from the care of the switches they may use; whoever throws a switch on a side track must see it back on the main line.

No. 12.—The alarm bell in the cab of the engine is on no account to be used for starting trains, its purpose being for stopping a train in case of necessity.

No. 13.—Enginemen of all trains are to use the whole time allowed for running, excepting that which may be required for doing the work at stations, or for crossing other trains. Enginemen must endeavor, as far as possible, to keep up a uniform rate of speed, up and down grades. They must have full control over mixed and freight trains when going down grades, and no one mile must be run in less than three minutes. Conductors must see that the train-men apply brakes to the cars when going down grades, so as to steady the train and keep it under proper control. All trains must pass slowly and cautiously through side tracks, at a speed not exceeding eight miles an hour.

NOTE.—Enginemen and conductors must on no account risk close crossings with trains of a superior class, but must be shunted at stations in good time before passenger trains are due.

No. 14.—During night journeys, or foggy weather, enginemen are to approach all stations with great caution, especially those at which trains should be crossed, keeping a sharp look out for signals, and having their trains under such control, that if necessary they can stop before reaching the signals. When passenger and mixed train enginemen do not find freight trains at their proper crossing stations, they must

SPECIAL RULES.

look out for them at each station until crossed, and have their trains under full control so as to stop short if necessary. When running on a telegraph order they must stop and make sure that they are crossing the special trains. No verbal communication must be received or delivered by train men or others while trains are in motion.

NOTE.—When approaching public crossings the whistle must be sounded twice. The one short sharp whistle, so often sounded, alarms passengers and deceives the trainmen.

No. 15.—Station agents must take special care that the track is clear for special trains duty signalled.

NOTE.—When a train is standing at a station obstructing the main line, or on a siding with the switches turned for the siding, or is delayed between, or outside station yards from any cause, the conductor will be held responsible for the safety of his train, and must arrange for its protection and see that it is protected before attending to any other duty.

No. 16.—No special train or empty engine must leave a station unless duly signalled, without direct authority from the Superintendent or train dispatcher.

No. 17.—Station masters, operators and others, before acting on any telegraph message ordering the movements of a train, must always repeat the message to the train dispatcher, and wait the intimation that they have understood it properly; and the stoppage of the train having right of track must invariably be secured before the crossing train is dispatched or the track considered to be clear.

NOTE.—On receipt of a crossing order, and before replying to it, the "Danger Signal," "Telegraph Signal" and "Semaphore," must be at once exhibited, so as to secure the stoppage of the train.

No. 18.—Agents and switchmen must look out for and carefully observe signals carried by trains passing or stopping at their stations, and register them in the crossing order book, and notify conductors and drivers of other trains running in opposition to such signals.

NOTE.—"Crossing" and other orders referring to the movement of trains, must be handed to the conductor and by him to the engine man. Crossing orders must be entered in ink in the order book and then copied upon the proper blank, and must be read aloud in the hearing of the conductor, who must compare the two orders and sign his name across the order in the book. All train-crossing and running orders must be written out in ink. Every care must be taken to write legibly so as to avoid any possibility of a mistake on the part of either the conductor or engine man.

No. 19.—At stations where semaphore signals are provided, agents must be very particular in seeing that the "Danger" signals are shown directly a train stops at, or passes their station, they are to be kept up for ten minutes after any train has passed or left the station, they must also be exhibited when shunting is going on, or when the main line is in any way obstructed. When a train crossing order is received the semaphore signal is to be raised before the order is replied to, so as to ensure the stoppage of the train. The usual danger signal must also be exhibited on the platform. At stations where there are no semaphore signals, a red signal must be shown for ten minutes after the passage of any train or engine.

NOTE.—In foggy weather and during snow storms do not rely too much even on the distant semaphore, but send out detonating signals a further distance.

No. 20.—To prevent loss of time, the conductors are to make their stops at stations as short as possible. No train is to be started from any station until the conductor has given the proper signal for doing so.

No. 21.—Whenever it becomes necessary to back train to a station, it must be done with great care, keeping at least two men with red flags or red lights constantly in advance of the train, to warn any train that may be approaching. Neither conductor nor driver has any right to assume that there are no trains approaching.

No. 22.—Whenever from any cause a train is delayed between two stations, the conductor must send

a man each way 500 yards, or 17 telegraph poles, or to the summit of the nearest grade, to warn and advise the approaching train, taking care that he is provided with detonating signals, in case the ordinary signals fail. Conductors, brakemen and switchmen must each carry at least two of the detonating signals about their person when on duty, so as to be prepared to use them at any moment. Every precaution must be used to prevent accident.

No. 23.—All free-passes must be strictly examined. Trip-passes are to be punched and collected with the tickets. Persons travelling without a proper ticket or a pass must be charged fare; if they are entitled to a free passage, the money will be refunded by the Superintendent. Passes are valid only for the persons mentioned in them. Conductors neglecting to enforce this order will subject themselves to dismissal.

No. 24.—All trains or engines must pass slowly and cautiously through towns where the track crosses public streets; the bell must be kept ringing until all such crossings have been passed. Speed must not exceed six miles per hour.

All trains must approach the Credit Bridge, Georgetown, with great caution. Engine men must reduce speed to ten (10) miles an hour when crossing it.

No. 25.—A RED FLAG by day, or RED LIGHT by night, waved upon the track, signifies that a train must come to a full stop. The waving of a hat or any like action, shall be regarded as a signal of danger, and NOT PASS UNNOTICED.

The person giving the signal should be on the engine man's or right hand side of the engine, unless the train is on a curve.

The signal to start is given by stretching the arm at right angles to the body, or by swinging the lamp overhead.

To stop, by stretching both arms at right angles to the body, or by waving anything across the track.

To move cautiously by moving slowly the right arm down towards the track.

To back up, move the lamp up and down towards the track.

No. 26.—Great care should be taken to prevent the killing of cattle upon any portion of the line, and trains running in day time must come to a stop, if necessary to avoid them.

No. 27.—Trackmen may expect trains at any moment, and must always be on the look out, and prepared for them, whether signal has been carried or not.

No. 28.—Trains will not stop at stations or passing places against which in the time card a * is placed, unless necessary for the proper business of the road to take wood or water or to pass or get out of the way of other trains, but trains must stop at all regular stations where the star is not placed opposite their running time. When two or more trains are running in company on the time of a *stalled* train the train or trains that are following must run into *stalled* stations with *extreme caution*, with the expectation of finding the leading trains signalled to stop.

Railroad Crossings at Guelph, London, C. & L. H. Junction, Detroit & Milwaukee, and Detroit & Bay City Roads,

All Engines, with or without trains, will come to a stop at the Signals before crossing the track of any railroad, and will not proceed until a distinct signal to do so is given by the signal-man at the crossing.

Detroit & Bay City Crossing.

The target placed diagonally will stop all trains until signalled to proceed. Placed horizontally will allow Grand Trunk Railway trains to cross. Placed perpendicularly, will allow Detroit & Bay City R. R. trains to cross.

The position of the signal at night will be indicated by red lights.

Should any Employee not fully understand the above rules, it is his duty to apply to the Superintendent for an explanation.

J. HICKSON, General Manager.
W. J. SPICER, Superintendent.

READ THE RULES CAREFULLY AND NOTE ALTERATIONS.

GRAND TRUNK RAILWAY.

GOING WEST—(TORONTO TO DETROIT).

No. 82.

STATIONS.	Third Class.						Second Class.		First Class.						Miles from Montreal	STATIONS.
	No. 28 Freight	No. 26 Freight	No. 24 Freight	No. 22 Freight	No. 20 Freight	No. 18 Freight	No. 16 Merch's Express & Buffalo Freight	No. 14 Galt Mixed	No. 12 Mail	No. 10 Express	No. 8 Buffalo Express	No. 6 Mail	No. 4 Express	No. 2 Express		
Toronto															334	Toronto
Carlton															338	Carlton
Weston															341	Weston
Malton															345	Malton
Brampton															348	Brampton
Norval															352	Norval
Georgetown															352	Georgetown
Limehouse															355	Limehouse
Acton West															358	Acton West
Rockwood															371	Rockwood
Guelph															384	Guelph
Mosborough															386	Mosborough
Breslau															391	Breslau
Berlin															395	Berlin
Doon															402	Doon
Illair															404	Illair
Galt															408	Galt
Petersburg															404	Petersburg
Baden															405	Baden
Hamburg															407	Hamburg
Shakespeare															414	Shakespeare
STRATFORD															4214	STRATFORD
St. Mary's															431	ST. MARY'S
St. Mary's															432	St. Mary's
Thorndale															443	Thorndale
LONDON															453	LONDON
Granton															441	Granton
Lucan															446	Lucan
Allis Craig															453	Allis Craig
Park Hill															461	Park Hill
Widder															470	Widder
Forrest															478	Forrest
Camlachie															487	Camlachie
Blackwell															496	Blackwell
SARNIA															501	SARNIA
FT. HURON															502	PORT HURON
Chicago & L. E. Jc.															505	Chicago & L. E. Jc.
Smith's Creek															512	Smith's Creek
Ridgeway															523	Ridgeway
New Haven															529	New Haven
Chesterfield															534	Chesterfield
Monk Clemens															539	Monk Clemens
Fraser															544	Fraser
Milwaukee Junc.															556	Milwaukee Junc.
DETROIT JUNC.															561	DETROIT JUNC.
DETROIT															564	DETROIT

Nos 13 and 16—Merchants' Express Freight Trains. See Special Rule No. 2. * Do not stop, see Special Rule No. 28. † Flag Stations, trains stop when signalled.

Any train failing to arrive at Toronto or Sarnia on time, must keep clear of all trains of a like or superior class that may due to leave. See special rule 1

READ, AND ACT UP TO THE RULES

NOTE.—A strict and faithful observance of the Rules and Regulations, it is believed, will enable the Conductors to so govern their Trains as to avoid danger or accident, as far as circumstances can be foreseen. It is earnestly hoped that this notice is all that may be necessary to insure a prompt and strict obedience to rules and orders, as the consequence of any disobedience will be the suspension of the train.

TIME CARD, JANUARY, 1877.

GOING EAST—(DETROIT TO TORONTO).

No. 32.

Miles from Montreal.	STATIONS.	Miles from Detroit.	First Class.				Second Class.			Third Class.						STATIONS.
			No. 1	No. 3	No. 5	No. 7 Buffalo Express.	No. 9 Galt Mixed.	No. 11 Mixed.	No. 13 Merch'ts Express & Buffalo Freight.	No. 15 Freight.	No. 17 Freight.	No. 19 Freight.	No. 21 Freight.	No. 23 Freight.	No. 25 Freight.	
			P.M.	P.M.	A.M.		A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
331	Toronto	231	1.05	6.50	5.15		11.00	11.35	5.45	6.45	12.45	7.30	10.45	3.35	8.05	Toronto
339	Carlton	226	12.52	16.35	3.00		10.45	11.23	5.30	8.20	12.25	7.00	10.25	1.14	7.40	Carlton
3114	Weston	224	12.43	6.25	4.52		10.35	11.15	5.15	8.00	12.00 A.M.	6.45	10.13	2.58	7.15	Weston
315	Malton	216	12.25	6.10			10.15	10.54	4.56	7.30	11.35	5.45	9.45	2.28	d 5.20 a 5.55	Malton
534	Brampton	210	12.10 P.M.	5.54	4.15		9.55	10.45	d 4.25 a 4.00	7.15	d 10.55 a 10.30	5.20	9.23	2.00	5.23	Brampton
359	Norval	204	11.57				9.40	10.32	3.30	6.40	9.57	4.54	9.00	1.35	4.55	Norval
302	Georgetown	202	11.50	5.35	3.53		9.32	10.26	3.18	6.30	9.45	4.47	8.50	1.25	4.40	Georgetown
3651	Limehouse	198	11.42				9.20							1.13		Limehouse
368	Acton West.	195	11.34	5.20	3.38		9.10	10.10	2.40	d 6.30 a 6.10	9.17	4.20	8.20	1.00	4.05	Acton West.
371	Rockwood	190	11.20	5.07			8.50	9.55	2.10	4.45	8.55	3.55	7.50	12.40 P.M.	3.35	Rockwood
3414	Onelph	182	11.03	4.48	3.07		8.25	9.35	1.30	4.10	8.25	d 3.17 a 2.58	7.18	d 11.50 a 10.53	2.32	Onelph
3861	Mosborough	178	10.50	4.35			8.10	9.22	1.05	3.50	8.05	2.36	6.55	10.30	2.08	Mosborough
391	Breslau	173	10.38	4.27			7.57	9.10	12.45	3.30	7.42	2.18	6.35	10.10	1.45	Breslau
3951	Berlin	168	10.25	4.15	2.32		7.45	8.57	12.25 A.M.	3.10	7.20	2.00	6.15	9.40	1.15	Berlin
402	Down	51					7.30									Down
404	Hair	31					7.24									Hair
404	Galt						7.15									Galt
4014	Petersburg	162	10.10	4.01	2.15			8.40	11.42	2.35	8.45	1.15	5.45	9.05	12.35	Petersburg
4051	Baden	158	10.03	3.52	1.09			8.30	11.37	2.20	8.10	1.00	5.30	8.50	12.15 P.M.	Baden
4072	Hamburg	156	9.56	3.45	2.00			8.23	11.25	2.08	5.55	12.45	5.15	8.37	11.54	Hamburg
4141	Shakespeare	1491	9.38	3.25				8.05	10.55	1.35	5.15	12.05 A.M.	4.45	8.05	d 11.20 a 11.00	Shakespeare
4214	STRAFORD	1421	9.20 A.M.	3.05 P.M.	1.25 A.M.	A.M.	A.M.	7.45 P.M.	10.20 P.M.	1.00 P.M.	4.35 P.M.	11.30 P.M.	4.10 A.M.	7.30 A.M.	10.30 A.M.	STRAFORD
4901	St. Paul	1371	8.55 A.M.	2.40 P.M.	1.15 A.M.	12.30	8.45	7.45 P.M.	10.00 P.M.	1.35 P.M.	4.20 P.M.	9.30 P.M.	4.10 A.M.	7.00 A.M.	9.55 A.M.	St. Paul
4311	ST. MARY'S	1321	8.35	2.22	12.52	12.12 A.M.	8.20	7.15	8.25	12.40 P.M.	3.40	8.37	3.27	6.10	d 8.45 a 8.25	St. Mary's
4321	St. Mary's	221		2.15	5.05		8.20	7.15								St. Mary's
4431	Thorndale	101		1.50	4.25		7.45	6.45								Thorndale
4531	LONDON			1.15 P.M.	4.00 P.M.		7.15 A.M.	6.20 P.M.								LONDON
441	Granton	121		2.03	12.30	11.50			8.45	11.45	3.05	7.50	2.35	5.40	7.15	Granton
4461	Lucan	1174	8.03	1.60	12.15 A.M.				8.20	11.15	d 2.00 a 1.40	7.22	2.00	5.00	7.15	Lucan
4531	Alisa Craig	1104	7.50	1.27	11.55	11.27			7.50	10.35	1.05	6.45	1.20	4.15	6.10	Alisa Craig
4611	Park Hill	1024	7.35	1.00	11.37	11.12			7.15	9.55	12.25 P.M.	6.10	12.25 A.M.	3.25	5.35	Park Hill
470	Widder	94	7.20	12.40	11.15	10.55			8.30	9.10	11.40	5.20	d 11.25 a 10.40	2.30	4.55	Widder
4781	Forrest	851	7.05	12.20 P.M.	16.55	10.35			5.55	8.17	11.05	4.25	10.00	1.50	4.25	Forrest
4871	Camlachie	784		11.58					5.05	7.25	10.30	3.27	9.20	1.10	3.55	Camlachie
4961	Blackwell	671			10.15	10.00			4.25	6.55	9.55	3.45	8.50	12.35	3.20	Blackwell
5011	SARNIA	621	6.30	11.30	10.00	9.50			4.00	6.40	9.30	2.20	8.30	12.15	3.00	SARNIA
			A.M.	A.M.	P.M.	P.M.			P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	
502	PORT HURON	62	5.20	10.10	8.40	6.40	4.30			12.15	8.15	2.45				PT. HURON
5051	Chicago & L. H. Jc.	584	5.10	10.00	8.30	6.30	4.12			11.58	7.55	2.30				Chicago & L. H. Jc.
5121	Smith's Creek	511		9.43	8.15	6.13	3.45			11.20	7.30	1.55				Smith's Creek
5231	Ridgeway	401	4.38	9.17	7.47	5.45	3.05			10.35	6.50	1.15				Ridgeway
529	New Haven	35		9.03		5.30	2.45			10.10	6.30	12.52				New Haven
5341	Chesterfield	294		8.45		5.15	2.25			9.45	6.10	12.30				Chesterfield
539	Mount Clemens	25	4.05	8.35	7.10	5.05	2.05			9.25	5.55	12.15 A.M.				Mount Clemens
5441	Fraser	194		8.23	6.55	4.50	1.45			d 9.01 a 8.12	5.35	11.50				Fraser
5601	Milwaukee Junc.	71	3.25	7.58	6.25	4.15	12.50			7.10	4.37	10.50				Milwaukee Junc.
561	DETROIT JUNC.	1	3.15	7.50	6.15	4.05	12.30			6.45	4.15	10.30				DETROIT JUNC.
564	DETROIT	Dep.	2.50	7.30	5.45	3.50	12.05									DETROIT
			A.M.	A.M.	P.M.	P.M.	P.M.			A.M.	P.M.	P.M.				

trains stop when signalled.

Note—No. 4 Buffalo Express will couple with No. 4 Main Line at Stratford.

Note—No. 13 will run with a passenger car attached from Sarnia to Stratford for the accommodation of passengers.

leave. See special rule No. 2.

THE RULES AND REGULATIONS.

As circumstances can be foreseen and avoided. It is therefore very important that each Conductor and Engine-man understands them fully and that each one reads them alike; and it is equally to rules and orders, as the consequences, whether good or bad, must, in a great measure, rest upon those who have the immediate charge of the Trains.

